

My name is Maurice Morita, and I am testifying in behalf of the Neighborhood Board 18 (Salt Lake; Aliamanu; Foster Village) on Resolution 08-261 which amends the minimum operable segment for the Honolulu High-Capacity Transit Corridor Project which in essence, changes the rail transit route to the airport instead of Salt Lake.

The Neighborhood Board 18 would like to request the Transportation Committee defer any decision making on Resolution 08-261 for the following reasons:

- The DEIS input have been moved to a Feb. 7th deadline or thereabout. If the Transportation Committee passes Resolution 08-261 out of the committee to the full council, the Transportation Committee this morning, on Thursday, January 15th, would have not received the final input on the DEIS to make a prudent decision on the route alternatives. We would like to request the Transportation defer the decision making until the DEIS deadline has passed and the Transportation Committee would have received all of the final input on the DEIS to make a prudent decision. After meeting with various Council members, we were told a prudent decision would be made based on the input on the DEIS. There is still time since there are full Council meetings on Feb. 25th and/or on March 18th.

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The Neighborhood Board 18 continues to support the Salt Lake route over the Airport route for the following reasons:

- The economy has affected the GET for the rail transit and if the projected GET money is not raised each year, money has to be found else-where.
- The cost to change the rail transit route in the DEIS to the airport would cost an additional \$220 million which is not in the federal funds requested for this rail transit project.
- If the City Council approves the rail transit route change to the airport, it is only fair that the City Council add funds to complete the widening of Salt Lake Blvd as previously planned. The cost is now estimated approximately \$100 million.
- The EPA findings on the sewage will cost approximately \$1.2 billion to fix.
- The DEIS states the most economic rail transit route would be to continue keeping the Salt Lake rail transit route instead of going to the airport.
- With the additional funding needed (\$220 million to go to the airport; \$100 million to widen Salt Lake Blvd; \$1.2 billion to fix the EPA's concerns), keeping the Salt Lake rail transit route would be the most logical decision, based on economics and the DEIS report.
- At the DEIS hearings at the Salt Lake District Park, the residents had testified that they voted for the steel on steel rail transit project, because they were led to believe the rail transit project would be going through Salt Lake. The residents are questioning the "integrity" of the City Council and to abide by the decision made before the General Election on Nov. 4th, 2008. The airport route was not an alternative until after the General Election.

Thank you for allowing me to testify.